

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. – 9. (cancelled)
10. (currently amended) An aircraft comprising:
 - a fuselage having a passenger seating area;
 - a plurality of seats in said seating area;
 - a source operable to supply electrical power and/or data;
 - an elongated bus strip extending along a portion of said seating area, said bus strip having at least one continuous elongated receptacle having an elongated accessible first side that extends along an entirety of said bus strip, said receptacle including a conductive member electrically connected to said source; and
 - a connector selectively attachable to said bus strip at any location along said first side of said receptacle by insertion without rotation into said first side of said receptacle, [[:]] said connector having [a] an electrically conductive plug operable to be inserted into said first side of said receptacle and into electrical contact with said conductive member without rotation, said connector also being electrically connected to at least one of said seats, said connector thereby electrically interconnecting said conductive member to said seat.
11. (original) The aircraft of claim 10, wherein each seat is part of a seat group and said connector is electrically connected to a seat group.

12. (currently amended) The aircraft of claim 10, wherein said seating area includes at least one seat track that extends along a portion of said seating area, said seat track allowing said seats to be located at a variety of positions along said seat track, and said bus strip extends along said seat track with said first side facing said seat track.

13. (currently amended) The aircraft of claim 10, wherein said bus strip resides [[at]] flush with or below a floor of said seating area.

14. (original) The aircraft of claim 10, wherein said connector includes a retaining mechanism that selectively secures said connector to said bus strip.

15. (original) The aircraft of claim 10, wherein said receptacle has a locking detail that releasably engages with said plug to selectively attach said connector to said strip.

16. (original) The aircraft of claim 10, wherein said bus strip has a plurality of receptacles each having a conductive member therein and a first of said receptacles is a current supply, a second of said receptacles is current return and a third of said receptacles is a ground.

17. (original) The aircraft of claim 10, wherein said bus strip includes a retainer that supports said receptacle and said conductive member, said retainer providing a protective enclosure for said conductive member, and said retainer having a slot through which said plug is inserted to connect to said conductive member.

18. – 36. (cancelled)

37. (new) The aircraft of claim 13, wherein said bus strip is at least partially covered by a seat track cover.

38. (new) The aircraft of claim 37, wherein said seat track cover covers a portion of a top surface of said floor of said seating area.

39. (new) The aircraft of claim 15, wherein said connector includes a retaining mechanism that releasably secures said connector to said bus strip, said retaining mechanism being a distinct and separate mechanism from said locking detail.

40. (new) The aircraft of claim 15, wherein said locking detail includes a narrowing passageway that allows access to said conductive member.

41. (new) The aircraft of claim 40, wherein said plug includes a stem with an enlarged head and wherein said head passes through said narrowing passageway when attaching said connector to said bus strip.

42. (new) The aircraft of claim 10, wherein said connector is disposed between said bus strip and said seat track when attached to said bus strip.

43. (new) The aircraft of claim 10, wherein said receptacle includes an access opening along said first side that is sealed closed with a resilient material.

44. (new) The aircraft of claim 10, wherein said plurality of seats include groups of seats and said connector is one of a plurality of connectors that are integral with said groups of seats.

45. (new) An aircraft comprising:

- a fuselage having a passenger seating area;
- a plurality of seats in said seating area;
- a seat track in said seating area and extending along a portion of said seating area, said seat allowing said seats to be located at a variety of positions along said seat track;
- a floor in said seating area;
- a source operable to supply electrical power and/or data;
- an elongated bus strip extending along a portion of said seating area, said bus strip having at least one continuous elongated receptacle having an accessible first side that extends along an entirety of said bus strip, said receptacle including a conductive member electrically connected to said source, and said bus strip resides flush with or below said floor of said seating area; and
- a connector selectively attachable to said bus strip at any location along said first side of said receptacle, said connector having an electrically conductive plug operable to be inserted into said first side of said receptacle and into electrical contact with said conductive member, said connector also being electrically connected to at least one of said seats, said connector thereby electrically interconnecting said conductive member to said seat.

46. (new) The aircraft of claim 45, wherein said first side faces said seat track.

47. (new) The aircraft of claim 46, wherein said seat track resides flush with or below said floor of said seating area.

48. (new) The aircraft of claim 47, further comprising a seat track cover at least partially covering said bus strip and said seat track and covering a portion of a top surface of said floor of said seating area.

49. (new) The aircraft of claim 45, wherein said connector is disposed between said bus strip and said seat track when attached to said bus strip.

50. (new) The aircraft of claim 45, wherein said receptacle includes an access opening along said first side that is sealed closed with a resilient material.

51. (new) An aircraft comprising:

- a fuselage having a passenger seating area;
- a plurality of seats in said seating area;
- a seat track in said seating area and extending along a portion of said seating area, said seat allowing said seats to be located at a variety of positions along said seat track;
- a source operable to supply electrical power and/or data;
- an elongated bus strip extending along a portion of said seating area, said bus strip having at least one continuous elongated receptacle having an accessible first side that extends along an entirety of said bus strip, said receptacle including a conductive member electrically connected to said source;
- a connector selectively attachable to said bus strip at any location along said first side of said receptacle, said connector having an electrically conductive plug operable to be inserted into said first side of said receptacle and into electrical contact with said conductive member, said connector also being electrically connected to at least one of said seats, said connector thereby electrically interconnecting said conductive member to said seat;
- a locking detail in said receptacle that releasably engages with said plug to selectively attach said connector to said strip; and
- a retaining mechanism that releasably secures said connector to said bus strip, said retaining mechanism being a distinct and separate mechanism from said locking detail.

52. (new) The aircraft of claim 51, wherein said locking detail includes a narrowing passageway that allows access to said conductive member.

53. (new) The aircraft of claim 52, wherein said plug includes a stem with an enlarged head and wherein said head passes through said narrowing passageway when attaching said connector to said bus strip.

54. (new) The aircraft of claim 51, wherein said connector is disposed between said bus strip and said seat track when attached to said bus strip.

55. (new) The aircraft of claim 51, wherein said receptacle includes an access opening along said first side that is sealed closed with a resilient material.

56. (new) The aircraft of claim 51, wherein said plurality of seats include groups of seats and said connector is one of a plurality of connectors that are integral with said groups of seats.